

**STATE OF CALIFORNIA
AIR RESOURCES BOARD**

Public Hearing to Consider Proposed)	Agenda Item: 20-8-2
Heavy-Duty Engine and Vehicle Omnibus)	
Regulations and Associated Amendments)	August 27, 2020

**ORAL STATEMENT OF THE
TRUCK AND ENGINE MANUFACTURERS ASSOCIATION**

I am Jed Mandel, President of the Truck and Engine Manufacturers Association (EMA). We have submitted extensive, detailed, data-driven and science-based technical comments, supported by the work of third-party independent experts, in opposition to this proposed rule. I am happy to answer any questions that you might have about our comments or our opposition. In short, the rule is not technically sound or cost-effective and the rule fails to provide the legally mandated minimum leadtime. If implemented, the rule will not achieve its air quality goals and will harm California's economy.

We know that California has an ozone problem and that NO_x emissions from trucks are a contributing factor. We believe that further NO_x reductions can and should be had. Indeed, we proposed a cost-effective way forward to do just that. Unfortunately, the staff rejected our proposal.

The Board should not adopt the staff's recommendation. We stand ready to work with you and the staff to implement a credible program. For all of the reasons set forth in our comments, the staff's proposal is not it.

Your questions are welcome.